



Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: James R. Helmer

SUBJECT: INSTALLATION OF BIKE
LANES ON BIRD AVENUE

DATE: 02-23-09

Approved

Deanna Antea

Date

2/25/09

Council District: 6

SNI Area: Greater Gardner

RECOMMENDATION

Adoption of a resolution repealing Resolution No. 74995 and authorizing the installation of bike lanes and bike route signage on Bird Avenue from Virginia Street to Malone Road.

OUTCOME

Installation of bike lanes on Bird Avenue facilitates City goals related to providing multimodal transportation and increased bicycle use. The project will help improve riding and convenience of bicyclists by better delineating space reserved for bicycling, and by implementing portions of the City of San José's Transportation Bike Network. The project supports an SNI priority for the Greater Gardner neighborhood.

BACKGROUND

The City of San José's General Plan includes the Transportation Bikeway Network which defines the City's long-term vision for an integrated, functional system of bikeways. The Bikeway network identifies both on-street facilities (bike lanes and bike routes) and off-street facilities (paths and trails). The City's Network includes approximately 300 miles of bikeways and is approximately 57% complete.

The City's currently approved bike lanes are documented in Council Resolution 74995, most recently updated on June 24, 2008. The recommended action would repeal Resolution 74995 and adopt a new resolution incorporating the proposed new bike lanes on Bird Avenue. Further additions to the City's bike lane system are planned for implementation in Fiscal Year 2009-2010 and will be proposed for Council consideration in Spring 2009.

ANALYSIS

Scope and Benefits of Bike Lanes

Bike lanes are striped lanes on the street pavement designed for use by bicyclists. While a bicyclist may legally ride on any city street, bike lanes provide a comfortable, convenient bicycling space and improve the ability of bicyclists and motorists to safely share the road. Bike lanes also provide directional guidance for bicyclists, thereby reducing wrong-way bicycling, which is a leading cause of collisions involving bicyclists in San José.

Bird Avenue Bike Lanes

The Bird Avenue bike lanes will provide safe routes from residential uses to schools, parks, retail and downtown. This location was selected through the Greater Gardner Strong Neighborhood Initiative (SNI). As part of the Renewing the Action Agenda process, the neighborhood's desire is to improve the neighborhood to a safe, family-oriented place to live. The design for the Bird Avenue bike lane project was reviewed at a community meeting in the Gartner neighborhood on February 4, 2009.

POLICY ALTERNATIVES

Not applicable.

PUBLIC OUTREACH/INTEREST

- Criteria 1:** Requires Council action on the use of public funds equal to \$1 million or greater. **(Required: Website Posting)**
- Criteria 2:** Adoption of a new or revised policy that may have implications for public health, safety, quality of life, or financial/economic vitality of the City. **(Required: E-mail and Website Posting)**
- Criteria 3:** Consideration of proposed changes to service delivery, programs, staffing that may have impacts to community services and have been identified by staff, Council or a Community group that requires special outreach. **(Required: E-mail, Website Posting, Community Meetings, Notice in appropriate newspapers)**

This report will be posted on the City's website as part of the Council Agenda public outreach process. The design for the Bird Avenue bike lane project was reviewed at a community meeting in the Gartner neighborhood on February 4, 2009.

COORDINATION

This item has been coordinated with the City Attorney's Office, the Budget Office, Strong Neighborhoods Initiative staff, and the Department of Planning, Building and Code Enforcement.

FISCAL/POLICY ALIGNMENT

The recommended action aligns with the Transportation and Aviation Services CSA Outcome related to providing viable transportation choices.

COST SUMMARY/IMPLICATIONS

The bike lane project will be implemented by Department of Transportation staff and is estimated to cost \$50,000. Implementation costs will be grant funded through the Transportation Development Act, Article III (TDA3) program and up to \$25,000 from Greater Gardner SNI. Upon installation, the bike lanes will have a minimal impact on the General Fund budget.

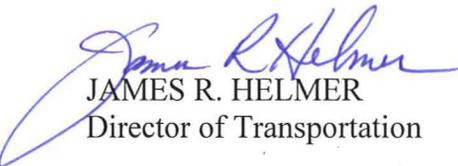
BUDGET REFERENCE

The table below identifies the fund and appropriations proposed to fund the project recommended as part of this memorandum.

Fund #	Appn #	Appn. Name	Total Appn	Project Cost	2008-2009 Adopted Budget Page	Last Budget Action (Date, Ord. No.)
465	4292	Bicycle and Pedestrian Facilities	\$951,000	\$50,000	V-1111	10/21/08, Ord. No. 28422
450	TBD	Bird Avenue Bike Lanes and Lane Modification	\$25,000	Up to \$25,000	N/A	TBD

CEQA

Exempt, File No. PP08-293


JAMES R. HELMER
Director of Transportation

For questions, please contact John Brazil, Bike & Pedestrian Program Manager, at 975-3206.

